

NOTE: If you own a 1985 or later model, first check the Supplement at the back of the book for any new service information.

CHAPTER ONE

GENERAL INFORMATION

This detailed, comprehensive manual covers the Honda ATC 70-125 cc singles manufactured from 1970-on. All of the models and years covered are listed in **Table 1** at the end of this chapter.

The expert text gives complete information on maintenance, tune-up, repair and overhaul. Hundreds of photos and drawings guide you through every step. The book includes all you need to keep your Honda ATC running right and performing well.

A shop manual is a reference. You want to be able to find information fast. As in all Clymer books, this one is designed with you in mind. All chapters are thumb tabbed. Important items are extensively indexed at the rear of the book. All procedures, tables, photos, etc., in this manual assume that the reader may be working on the ATC or using this manual for the first time. All the most frequently used specifications and capacities are summarized on the *Quick Reference Data* pages at the front of the book.

Keep the book handy in your tool box or tow vehicle. It will help you to better understand how the vehicle runs, lower repair and maintenance costs and generally improve your satisfaction with the ATC.

Table 1 contains engine and frame serial numbers and year of manufacture. This may help if you have purchased a "well-used" 3-wheeler and are not sure of its origin. **Table 1** and **Table 2** are located at the end of this chapter.

MANUAL ORGANIZATION

All dimensions and capacities are expressed in English units familiar to U.S. mechanics as well as in metric units.

This chapter provides general information and discusses equipment and tools useful both for preventive maintenance and troubleshooting.

Chapter Two provides methods and suggestions for quick and accurate diagnosis and repair of problems. Troubleshooting procedures discuss typical symptoms and logical methods to pinpoint the trouble.

Chapter Three explains all periodic lubrication and routine maintenance necessary to keep the Honda running well. Chapter Three also includes recommended tune-up procedures, eliminating the need to constantly consult chapters on the various assemblies.

Subsequent chapters describe specific systems such as the engine, clutch, transmission, fuel system, exhaust system, wheels, tires and brakes. Each chapter provides disassembly, repair and assembly procedures in simple step-by-step form. If a repair is impractical for a home mechanic, it is so indicated. It is usually faster and less expensive to take such repairs to a dealer or competent repair shop. Specifications concerning a particular system are included at the end of the appropriate chapter.

Some of the procedures in this manual specify special tools. In most cases, the tool is illustrated either in actual use or alone. Well-equipped mechanics may find they can substitute similar tools already on hand or can fabricate their own.

The terms **NOTE**, **CAUTION** and **WARNING** have a specific meaning in this manual. A **NOTE** provides additional information to make a step or procedure easier or clearer. Disregarding a **NOTE** could cause inconvenience, but would not cause equipment damage or personal injury.

A **CAUTION** emphasizes areas where equipment damage could result. Disregarding a **CAUTION** could cause permanent mechanical damage; however, personal injury is unlikely.

A **WARNING** emphasizes areas where personal injury or even death could result from negligence. Mechanical damage may also occur. **WARNINGS**

are to be taken seriously. In some cases, serious injury or death has resulted from disregarding similar warnings.

Throughout this manual keep in mind 2 conventions. "Front" refers to the front of the ATC. The front of any component, such as the engine, is the end which faces toward the front of the ATC. The "left-" and "right-hand" side refer to the position of the parts as viewed by a rider sitting on the seat facing forward. For example, the throttle lever is on the right-hand side and the shift lever is on the left-hand side. These rules are simple, but even experienced mechanics occasionally become disoriented.

SERVICE HINTS

Most of the service procedures covered are straightforward and can be performed by anyone reasonably handy with tools. It is suggested, however, that you consider your own capabilities carefully before attempting any operation involving major disassembly of the engine.

Some operations, for example, require the use of a press. It would be wiser to have these performed by a shop equipped for such work, rather than to try to do the job yourself with makeshift equipment. Other procedures require precise measurements. Unless you have the skills and equipment required, it would be better to have a qualified repair shop make the measurements for you.

There are many items available that can be used on your hands before and after working on your ATC. A little preparation prior to getting "all greased up" will help when cleaning up later.

Before starting out, work Vaseline, soap or a product such as Pro-Tek (Figure 1) onto your forearms, into your hands and under your fingernails and cuticles. This will make cleanup a lot easier.

For cleanup, use a waterless hand soap such as Sta-Lube and then finish up with powdered Boraxo and a fingernail brush.

Repairs go much faster and easier if the ATC is clean before you begin work. There are special cleaners, such as Gunk or Bel-Ray Degreaser, for washing the engine and related parts. Just spray or brush on the cleaning solution, let it stand, then rinse it away with a garden hose. Clean all oily or greasy parts with cleaning solvent as you remove them.

A number of solvents can be used to remove old dirt, oil and grease. Kerosene is readily available and comparatively inexpensive. Another inexpensive solvent similar to kerosene is ordinary



diesel fuel. Both of these solvents have a very high temperature flash point (they have to be very hot in order to ignite and catch fire) and can be used safely in any adequately ventilated area away from open flames (this includes pilot lights on home water heaters and clothes driers that are sometimes located in the garage).

WARNING

Never use gasoline as a solvent. Gasoline is extremely volatile and contains tremendously destructive potential energy. The slightest spark from metal parts accidentally hitting or a tool slipping could cause a fatal explosion. Work in well ventilated area and keep a fire extinguisher, rated for gasoline fires, handy in any case.

Special tools are required for some repair procedures. These may be purchased at a dealer, rented from a tool rental dealer or fabricated by a mechanic or machinist (often at a considerable savings).

Much of the labor charged for repairs made by dealers is for the removal and disassembly of other parts to reach the defective unit. You can often save money by removing the defective part yourself and then taking it to a dealer for repair.

Once you have decided to tackle the job yourself, read the entire section in this manual which pertains to it, making sure you have identified the proper section. Study the illustrations and text until you have a good idea of what is involved in completing the job satisfactorily. If special tools

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